



AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11, Clement's Lane,
Leicester Street. GEORGE SKEET, 30,
Cornhill. GORDON & GOTH, 121, Hol-
born Hill, E.C. BATES HENDY & Co.,
4, Old Jewry, E.C.
AUSTRALIA, TASMANIA, AND NEW
ZEALAND.—GORDON & GOTH, Mel-
bourne and Sydney.
SAN FRANCISCO and American Ports
generally.—WHITE & BAUER, San
Francisco.
CHINA.—SWATOW, DROWN & Co. Amoy,
Giles & Co. Foochow, THOMPSON &
Co. Shanghai, H. EGG & Co. Ma-
nila, C. KAUTZ & Co.

Arrivals.

Feb. 23, United Service, British steamer,
777, (Name, Shanghai, Feb. 17, General.)
BOSKOE CO. LIMITED.
Feb. 23, British steamer, 235,
Moorer, Foochow, Feb. 21, Ballast.
DOUGLAS LAPRAK & Co.

Departures.

Feb. 23, China, for Singapore and Bombay,
23, Madras, for Shanghai.
23, Madras, for Yokohama.
23, Clipper, for Whampoa.
23, Comet, for Bangkok.
23, Martha, for Tientsin.
23, Sophia Amalia, for Bangkok.

Passengers.

List of Passengers per S. S. China,
to sail for the following places on 23rd
February:
For Southampton.—Rev. Mr and Mrs
Monie, 4 children and native servant, Lt.
J. O. Blake, Capt. F. B. Dray, Messrs
Laurence Young, Leith, J. T. John, Sgt.
Major and Mrs Reddy and child, Staff Sgt.
T. Patrick.
For Marseilles.—Messrs Lindsay, Lyon,
Newby, W. Watson, D. R. James.
For Bombay.—101 crew ex-steamers
dras.

Shipping Reports.

Brit. barq. Empress left Newcastle N.S.
W. Dec. 10th; had fine weather up to the
Looshoos, from thence strong N.W. winds
and heavy seas; when near the Saddle
had southerly winds and thick weather;
arrived in Shanghai Feb. 14th; to Jardine
Matheson & Co.
N.G. by. Gustaf left Newcastle N.S.W.,
Dec. 11th, with coals to Lane Crawford &
Co. Had strong Northerly breezes with
very heavy sea for five days, then N.W.
winds till getting into the China Sea; when
near the Looshoos had strong Northerly
winds and very bad weather; arrived in
Shanghai on the 12th inst.

Flac. N. Ger. by. left Newport on the
18th Sept., with a light S.E. wind; then
moderate N.E. wind to the equator, which
was crossed on the 18th Oct. in long 26 W.;
from thence to the meridian of the Cape
strong S.E. wind; ran down eastings in lat.
33, and from thence to the Lannkwa
Strait light variable winds; cleared the
Strait on the 17th July, with a light N.
wind, then N.E. winds to 21 N., and from
thence until arrival at Shanghai on the 16th
Feb. light variable winds.

The Ella Gladstone, brig, arrived at Mel-
bourne from Hong Kong on the 1st Dec.
The Argus of next day reports her as fol-
lows:—"The brig Ella Gladstone, from
Hong Kong, with a full cargo of rice, &c.,
arrived in the day yesterday afternoon.
She sailed from Hong Kong on August 18th,
and encountered very heavy southwesterly
weather for several days after leaving. It
lat. 16deg. N. and long. 114deg. E., during
severe weather, the cargo shifted, and Cap-
tain Wolfe bore up for the Pacific route
by the way of Bashi Channel. Strong S.
W. winds were again fallen in with, and
prevailed to the Lannkwa Islands. The line
was crossed in long. 162deg. E., and from
thence to the southern tropic, which was
crossed on November 12th, a succession of
calms and variable squally weather was ex-
perienced. The remainder of the passage
was marked by westerly winds and fine
weather.

The British steamer United Service, from
Shanghai, reports the first part of passage
fine weather until 21st and 22d; then strong
Northerly gales. Passed the steamship
Malacca in the River; also the French
steamer, bound up.

New Advertisements.

NOTICE.
The Package left some years back at the
Store of the Undersigned, addressed
JOSEPH CULLIS, Esq., is not claimed within
fourteen days from the date herof, it and
its contents will be sold to defray expenses.
BOWRA & Co.
Hongkong, February 22, 1869. ma8

FOR SALE.
JESSE THIRION & Co.'s Reims CHAM-
PAÑNE, "Carte Blanche."
Instantaneous uncorking by patent mod.
Apply to
J. ROSS ANTON.
Hongkong, February 22, 1869. ma22

SITUATION Wanted by a CLERK,
who has been for years employed in
a Mercantile Firm. Best references can be
given.
Apply to "A. Z." care of China Mail
Office.
Hongkong, February 18, 1869. fe2b

New Advertisements.

NAVY CONTRACTS, 1869-70.
SEALED TENDERS, marked on the out-
side TENDERS FOR BISCUIT, &c., &c.,
will be received by the undersigned at or be-
fore Noon on SATURDAY, the 6th proximo,
for the supply of the following articles for
the Navy Service, from the 1st April, 1869
to 31st March, 1870, viz:—
Biscuit, per lb. English weight.
Soft Bread, per lb. do.
Conditions of Contract can be seen, and
further particulars obtained, on application
at this office.
A. H. PRICE.
Naval and Victualling Storekeeper.
Hongkong Victualling Yard,
20th February, 1869. 6 mar

NAVY CONTRACTS, 1869-70.
SEALED TENDERS, marked on the out-
side TENDERS FOR WATER, will be re-
ceived by the undersigned at or be-
fore Noon on SATURDAY, the 6th proximo,
for the supply of Water to H. M.
Ships at this place, from the 1st April,
1869, to 31st March 1870.
Conditions of Contract can be seen, and
further particulars obtained, on application
at this office.
A. H. PRICE.
Naval and Victualling Storekeeper.
Hongkong Victualling Yard,
20th Feb. 1869. 6 mar

NAVY CONTRACTS, 1869-70.

SEALED TENDERS, marked on the out-
side TENDERS FOR FRESH
BEEF, &c., will be received by the under-
signed at or before Noon on SATURDAY,
the 6th proximo, for the supply of the fol-
lowing articles for the use of the VICTUAL-
LING DEPARTMENT, from the 1st April,
1869, to 31st March, 1870, viz:—
Fresh Beef, per lb. English weight.
do. Vegetables, do.
Sugar, do.
Tea, do.
Raisins, do.
Rice, do.
Salt, do.
Oil, Gallon.
Firewood, Cwt.
Conditions of Contract can be seen, and
further particulars obtained, on application
at this office.
A. H. PRICE.
Naval and Victualling Storekeeper.
Hongkong Victualling Yard,
20th Feb. 1869. 6 mar

WANTED.

A FOREMAN for the Printing Office of
the Undersigned; an Englishman
preferred. Salary \$100 per month.
DE SOUZA & Co.
Hongkong, February 20, 1869. mar6

MAGIC AND PHYSIC

PERFORMANCES.
SENOR TALLARA, has the pleasure to
inform the public of Hongkong, that
he intends to give a series of Magic Per-
formances at the Rooms of the PATRIMON-
IA SOCIETY, Hollywood Road, commencing
on THURSDAY, the 25th inst., at 8.30
P.M.
Hongkong, February 19, 1869. fe2b

HONGKONG AND CHINA GAS

COMPANY LIMITED.

NOTICE.—On and after the first day of
March next, the office of this Com-
pany, situated over the Honkong Dis-
pensary will be closed. Letters can how-
ever be left as heretofore in a box placed
for the purpose within the same building.
The Company's Stock of Chandlers and
other Fittings will, after the above date, be
on view at the premises of Messrs LANE,
OKAWFOOD & Co., Queen's Road.
A. NEWTON,
Manager.
Hongkong, February 18, 1869. my18

HONGKONG & SHANGHAI BANKING

CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the year
ending on 31st December last, at the
rate of Twelve per cent per annum, say
\$7.50 per paid-up share of \$125, and \$1.50
per share, on which \$25 have been paid, is
payable on and after MONDAY, the 22nd
inst., at the Office of the Corporation,
where Shareholders are requested to apply
for Warrants.
By order of the Court of Directors,
VICTOR KRESSER,
Chief Manager.
Hongkong, February 16, 1869.

RIEFLIED & ZACHARIAE.

HAVE received by the last mail the
Newest Style of—
PIPE
now in use by
ALL
men of fashion, and as only a few have
come into their
HANDS
early orders for the same are solicited.
Also,
A well selected stock of Smokers' Articles,
such as Carved Cigarholders; Briar-root
Pipes; Havana Cigars (choice brands); No. 2
and 3 Manila Cigars and Cheroots of the
finest quality, in boxes of 200 and 500 each;
Smoking Tobacco (choice brands); Ci-
garret Paper, Tobacco Pouches, Flints,
&c., &c., &c.
Also a fresh supply of Russian Cigarettes.
HONGKONG,
Queen's Road, 88 & 90.
SHANGHAI,
Canton Road, 6,
Hongkong, February 15, 1869. 6 mar

New Advertisements.

NOTICE.
THE Office of the WANCHI STEAM BA-
KEERY, is removed to the Premises,
corner of Wyndham Street and Queen's
Road, opposite the Clock Tower.
All orders left at the above place, or sent
to the Bakery at Wanchi, will receive
prompt attention.
L. P. WARD.
Hongkong, February 15, 1869. ma3b

NOTICE.—All persons indebted to the
ESTATE of the late Mr WILLIAM
GASKELL, of No. 57, Wyndham Street, and
No. 2, Old Chambers, Solicitor, are re-
quested to make payment and all persons
having CLAIMS against said ESTATE are
notified to send in their CLAIMS to Mr
Edmund Sharp, Solicitor, Bank Buildings,
on or before the 31st May 1869.

F. W. MITCHELL,
Executor of the Last Will
and Testament of the said
William Gaskell, deceased.
Hongkong, February 15, 1869. mar1

PER MAIL, &c.

MISS GARRETT has received Plain and
Fancy SILKS, SATINS, TRIM-
MINGS, &c., &c.
Ladies' and Children's HATS and BON-
NETS, FLOWERS, &c.
Courvoisier's Kid GLOVES,
White French Jean and Satin BOOTS,
Ladies' and Children's Walking BOOTS,
SLIPPERS, &c.
Foot BALLS, Croquet GAMES and
STANDS, Race and other GAMES, DOLLS,
and TOYS of all kind, in great variety.
Hongkong, February 15, 1869. 15ma

NOTICE is hereby given that the Captain
and the Owners of the North German
Barque "Albatross," will not be responsible
for any debts contracted by the crew of the
said vessel.
EDOUARD SCHELLHASS & Co.
Agents.
Hongkong, February 10, 1869.

Per "Mail Steamer" and late Arrivals.

MISS ROSE
HAS received a choice assortment of
French GLACES, black and colored,
BAREGE and FANCY DRESSES, black
and colored pieces VELVETS and SATINS
in the newest shades:
Lain and Fancy RIBBONS, VEL-
VETS, SASH RIBBONS, and DRESS
TRIMMINGS in great variety, Real
OLUITE and VALENCIENNES LA ES.
Ladies' and Children's trimmed and un-
trimmed HATS in all the fashionable
styles.
Ladies' BONNETS latest styles, Plain
and Fancy SUNSHADES, French FAN,
&c.
Ladies' and Gentlemen's French Kid
GLOVES and BOOTS.
Ladies' White Satin and Kid BOOTS.
A large assortment of French and Eng-
lish HOSIERY, Gentlemen's Black and
Drab Shell HATS, SHIRTS, COLLARS,
TIES, &c., &c.
Henrie's PERFUMERY.
WELLINGTON STREET,
Opposite the Catholic Chapel.
Hongkong, February 13, 1869.

ANDREW MILLAR,

HOUSE, SHIP, AND STEAM-BOAT
PLUMBER,
COPPERSMITH & BRASSFOUNDER.
FOR SALE.
SHEET COPPER and COPPER PIPE,
assorted sizes and thickness.
SHEET BRASS and BRASS PIPE,
assorted sizes and thickness.
SHEET LEAD and LEAD PIPE,
assorted sizes and thickness.
BRAZING BOLDER and BORAX.
Stiffing Box and Plain Plug FLANGE.
COOKS.
STEAM WHISTLES, assorted sizes and
patterns.
Engine room GONGS and BELLS, assorted
sizes and patterns.
TALLOW and WATER SPRINGES.
Ship's Common and Double Valve WATER
CLOSURES.
IRON, STEEL, COPPER, and BRASS
WIRE, assorted sizes.
BRASS CASTINGS, Executed on Moderate
Terms.
House Water Closets, Urinals, and Wash
Hand Basins, in Earthenware and Enamel-
laid Iron, fixed on the most improved prin-
ciples, and at moderate terms.
1, QUEEN'S ROAD EAST AND MILLAR LANE,
Opposite H. M. NATAL YARD.
Hongkong, 9th February, 1869. ma9

"JAPAN TIMES" OFFICE,

YOKOHAMA, January 26th, 1869.
HIS is to certify that Mr J. B. MORRIS
is hereby appointed General Agent
for the "Japan Times," "Daily Advertiser"
and "Japan Overseas Mail," Newspapers,
and authorized to collect all monies due
on account of the same in Hongkong.
(For the Proprietors.)
CHARLES RICKERBY.
Hongkong, February 8, 1869. ma8

BILLIARDS,

BOWLS, AND

BAR.

THE ORIENTAL BAR, BILLIARD ROOMS,
and BOWLING ALLEYS, having been
enlarged and fitted up in a very superior
style unequalled by any in the Colony, the
11th January, 1869, to their friends
and the public, and trust with civility,
Gout Liquors and the well known re-
putation of this old-established House, to
merit a share of their patronage. There
are three first class Billiard Tables in a
large airy and well-lighted room. The
Bowling Alley needs no comment.
BROWN & Co.,
Proprietors.
Hongkong, January 8, 1869. 4f

Auctions.

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Au-
ction, on

SATURDAY,

the 27th inst., at Noon, on the Ground.
The eastern portion of Inland Lot No.
798, with eight substantial Chinese
Houses erected thereon, situated at Sy-
ngpon, and measuring on the North
side (Battery Road), 105 feet, on the
East side 262 feet, on the South side
(Third St.), 81 feet, and on the West
side, 213 feet; the total area being
about 25,208 square feet.
The Crown Rent amounts to \$190.60
per annum.
TERMS OF SALE.—One-half of purchase
money to be paid on fall of the ham-
mer, the balance on completion of the
transfer.

The Property to be at the risk of the
purchaser from the fall of the hammer.
All expenses of transfer to be paid by
the purchaser.
For further particulars apply to
H. KLER,
Auctioneer.
Hongkong, February 20, 1869. fe27

PUBLIC AUCTION.

THE Undersigned has received in-
structions to sell by Public Au-
ction, on

FRIDAY,

the 5th day of March, 1869, at Noon,
on the premises,—

Those Lots of LAND, situated in
Queen's Road, East, a short distance be-
yond the Eastern Market, and registered
in the Land Office, as

Inland Lot No. 517, containing in the
whole 4000 square feet.
The Lot contains a substantially-built
two storied Godown.

Inland Lot No. 526, containing in the
whole 8000 square feet.
For further particulars apply to the
Undersigned.

TERMS OF SALE.—One-half of the Pur-
chase money to be paid on the fall of the
hammer, and the balance on completion of
the deeds of transfer, the expenses of
which to be paid by the Purchaser.

Property to be at the risk of the Pur-
chaser from the fall of the hammer.
J. M. ARMSTRONG,
Auctioneer.
Hongkong, February 19, 1869. ma5

"SNOWDON" & "GLADSTONE."

LANE, CRAWFORD & Co. have re-
ceived instructions to sell by Public
Auction, (unless previously private-
ly disposed of) on the Parade Ground
(by kind permission of the Commandant
of the Garrison) on

WEDNESDAY,

the 24th Feb., 1869, at 4 o'clock, P.M.
The celebrated RACING PONIES
"Snowdon" and "Gladstone."
There will be also for sale a stylish
Hansom CAB, and the Horse "High
Flyer," (quiet to ride or drive).
Two good Riding Ponies.
A Handsome Dog Cart.
And any other Similar Lots which
may offer.

TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
All lots, with all faults and errors of
description, at Purchaser's risk on the
fall of the hammer.
Hongkong, February 20, 1869. fe24

PUBLIC AUCTION

OF
HOUSEHOLD FURNITURE, PLAT-
ED, GLASS & CROCKERY
WARE, &c.
LANE, CRAWFORD & Co. have
received instructions to sell by
Public Auction, on

TUESDAY,

the 2nd March, at Noon, at Brook Cot-
tage, the residence of G. J. PIRKIS,
Esq.,—
The whole of that Gentleman's FUR-
NITURE, comprising:—Mahogany,
Damask-covered Chairs, Couches, Mar-
ble and other Tables, a Piano, Pictures,
Lamps, Plated Glass and Crockery Ware,
Sideboard, Wardrobes, Washstands, Bed-
steads,
Etc., Etc., Etc.
An Aviary, with a fine collection of
Birds, Flower Pots with choice Plants,
Saddlery, &c.
Also,
A few dozen of very superior dry
Pale and Brown Sherry, Champagne,
Hock, Claret, Brandy, Whiskey,
&c., &c., &c.
TERMS OF SALE.—Cash before delivery
in Mexican Dollars weighed at 7.1.7.
All Lots, with all faults and errors of
description, at purchaser's risk on the fall
of the hammer.
Hongkong, February 22, 1869. ma2

Auctions.

PUBLIC AUCTION.

BOWRA & Co. will sell by Public
Auction, on

MORRIS'S DIRECTORY
for
CHINA, JAPAN
and
THE PHILIPPINES, &c.,
1869.

THE above Work is now PUBLISHED and READY FOR CIRCULATION. Apply to
JOHN B. MORRIS,
Messrs Bowra & Co.,
Queen's Road.
Hongkong, January 13, 1869.

THE CHINA MAIL.

HONGKONG, TUESDAY, FEB. 23, 1869.

OUR SCHOOLS.

The Chinese, despite their celebrity as contradictions in their habits and manners, bear a striking resemblance to Europeans in all matters where money is the moving principle. Like them they value a thing in proportion to its scarcity or dearth, and in some matters carry this taste far beyond ourselves. Thus Jade, the least beautiful, and perhaps most useless, of valuable stones is esteemed less for its moderate intrinsic beauty, it not even possessing the brilliant flash which so distinguishes the diamond, than for its rarity and difficulty in working. We might fairly expect a people who set so artificial a value upon a gem, and whose peculiarities in this direction might be easily illustrated by naming a score of articles in general use, to be somewhat given in their mental characteristics to the adopting of a similar standard of excellence, and we find this to be the case. The tedious course of study necessary to master the classical books—the contempt with which works written in colloquial style are regarded—the veneration with which ancient, even if useless, articles are regarded—are illustrative of the turn of mind we should naturally expect—that of placing a fictitious value upon whatever is difficult of acquisition, with a very hearty contempt for all that is easy to obtain. It would seem to us that this peculiarity of the native mind should be borne in special mind with regard to the fees charged for native education. In the reports which have annually appeared from the Inspector of Government Schools, this point has not been lost sight of, but has by no means been pushed as far as is desirable; and as the Governor recently announced that it was intended to shortly appoint another assistant master, the present moment is opportune for again drawing attention to the question. We have made some enquiries regarding the most successful native school established by foreigners—The Yeong Hong School, Canton—and find that the scale of charges is unusually high, and yet, notwithstanding this, the attendance is remarkably good. For a course of instruction comprising Chinese reading, writing and composition, English grammar, writing, geography, and arithmetic, the boarders pay \$72, and the day boys \$36 per annum. But previous to the establishment of this institution there were at Canton two or three native schools where English was taught and the fees charged by Chinese masters exclusive of food or lodging varied from \$3 to \$4 per month. If a large number of natives are willing to pay this sum to their own countrymen for the imperfect instruction in English of their children, they would surely be willing to pay an equal or greater sum to enjoy the services of able English masters such as Messrs Stewart and Wilcocks. There is another point of view in which a high rate of fees would be extremely beneficial. The children of respectable Chinese are kept away because their parents do not choose to let them associate with the miscellaneous collection of children of which the present system ensures the attendance. We are apt to put all Chinese in the same category and to overlook the fact that as the fellow chandlers' children at home are superior to those of the duntman, so the native merchant's child is looked upon as superior to that of the coolie. Unfortunately our government system fails to secure the former as a pupil, at the price of a questionable advantage to the latter; and a real damage is done to foreign interests by the lowest born becoming our clerks and compradores in place of the class who should naturally furnish employees of that description. It is no fault of the officials at present connected with the Government Schools, and we are sure that His Excellency is willing to do all he can to improve the status of native education. But there still exists a hesitation as to "exclusiveness" in their conduct, and somebody is wanted to raise the system out of the old grooves.

We would suggest the formation of two separate schools—separate as to the status of the scholars and if possible separate as to locality. The upper class to be conducted upon a paying basis and a strict guarantee of respectability of connection, good conduct, and ability to pay the necessary charges, being exacted. The lower school to remain upon its present basis, though it would doubtless furnish several boys as the nucleus of the new upper school. If a really high class school of the nature we describe were established, and boarders were also taken, Canton and the adjacent neighborhood would, we are sure, furnish a respectable quota of scholars. The expenditure would be well worth trying, and we trust that before another year is over some effort in this direction will have been made.

LOCAL.

At the Port of Adelaide, South Australia, we perceive, that orders have been issued for the special observance of the sanitary laws on the arrival of any vessels from China, to prevent the introduction of small pox.

WOMAN in America performs functions which are denied to her in other countries. We find the following notice of marriage in an American paper:—"In Reading, Nov. 3, at the residence of Dr. J. H. Hanford, by Rev. Mrs. P. Hanford, assisted by Rev. Olympia Brown of Weymouth, Mr. Alonzo A. Knights to Miss Sarah L. Knight, both of Boston."

A NEW rival to the P. & O. Company is in preparation. A Melbourne paper of Dec. says—"The prospectus of a company to be called 'The British and Australian Steam Navigation Company' has been published. The object of this undertaking is to establish a combined postal and passenger communication between Great Britain and Australia (via the Cape of Good Hope), in forty six days (eight days shorter than the present contract time for the mails via Southampton and Suez) by full-power steamships. The capital of the company is to be £800,000 in 80,000 shares of £10 each. The amount required to be subscribed in the colony will be about £120,000, or one-fifth of the capital, when the first ship, estimated to cost £100,000, will be commenced. The company will require five ships for the monthly service. The balance of capital, it is stated, will be offered for subscription in London." The minds of the principal Australian merchants have long been directed to such a project, which will ultimately be carried into effect unless the P. & O. Directors consent to equitable terms for a fortnightly service between Galle and the Australian ports.

The following letter, relating to an American vessel appears in the Melbourne Argus, having been received there from the office of the Board of Marine Underwriters of San Francisco. It is dated Sept. 12th:—"The American-built barque *Coburn*, Captain Baldwin, which left Puget Sound, loaded with lumber, bound for Calcutta, had not reached that port August 13, the date of our latest advices thence, being then 147 days out; but during the month of June she is reported to have put into Paita, where the captain exchanged his deck load for provisions, and sailed, as was supposed, for his port of destination. Some sixty days having elapsed without her being heard from, and no unusual weather having intervened to prevent her arrival at Calcutta, the captain is believed by parties interested here to have run away with vessel and cargo. The *Coburn* was built in 1856, at Newport, R. I., under the name of *Carrie Leland*, 312 tons register. She is now owned by Fraser & Co., of Shanghai; her cargo consists of about 250,000 feet of lumber, and belongs to Pope and Talbot, of this city consigned to Alsop & Co., of Calcutta. The object of this circular is to ask your assistance, should occasion offer, to arrest the said vessel, and we respectfully ask that you will furnish to the above office any information you may receive touching its movements. We shall feel under great obligations to any friend of public justice who will aid in the arrest and detention of the vessel and officer, until such time as this office can be heard from."

TO-DAY'S POLICE.
Very little of importance, besides the Holyroth murder case, was before Mr. May to-day.

The occupant of No. 19, East Street, Tapingshan, was summoned by Inspector Burton for having killed a pig in the house, contrary to Ordinance, and fined in the sum of \$50.

Another case which was re-heard at request of Mr. Sharp was left undecided, his Worship having undertaken to refer it to H. E. the Governor.

THE SUPREME COURT OF HONGKONG.

Court Paper for Wednesday, 24th February, at 11 A.M.
ADJOURNED SPECIAL CRIMINAL SESSIONS.
1.—Low Aye, Lee Asoo, Cheong Akum—Robbery on board ship.
2.—Wong A-wing—Larceny and receiving stolen goods.

ADJOURNED FEBRUARY CRIMINAL SESSIONS.
1.—Lee A. On, Lung Aye—Robbery with violence from the person.
2.—Low Sing Lee—Fraud—(To be discharged by proclamation.)

IN BANKRUPTCY.
Re *Hana Kier*.
Public sitting for passing last examination.

SUMMARY JURISDICTION COURT.

(Before the Hon. H. J. BALL.)

Feb. 23, 1869.
Twelve cases only appeared on the roll of this Court to-day; and the business was got through early.

Leung A-fong v. J. Rich, \$62, balance of account for shipwright work done.—This was a question of an account which dated back some two years, and defendant pleaded that he had paid and settled with plaintiff. Plaintiff had only been to him once with a claim for \$40 in February 1868; when the matter was arranged, and the plaintiff went away, never appearing since. Plaintiff, however, asserted that Mr. Rich was at home, and therefore he could not send in the bill; to which defendant replied that his partner was here while he was absent in England. This partner was accordingly put in the box, and proved that no bill was presented by plaintiff during Mr. Rich's absence.

His Honor remarked that he was not satisfied on the point of the payment; and he would therefore give judgment for plaintiff.

Hongkong and China Gas Company v. J. Krizanowicz, \$45.80.—Mr. Autey, sub-manager of the Company, appeared for the plaintiff; and defendant did not appear. Judgment went therefore by default.

Mr. Toller complained that, in a case *Song-hing-sau v. Tung-ah*, decided a fortnight ago, in which judgment for illegal detention, &c., was given for \$130 odd, the bailiff had been remiss in carrying out the precept. It was explained by the officer of the Court that there was a set-off by arrangement to settle, and that the balance was paid late last night. All parties admitted that the explanation was satisfactory; and the subject dropped.

Ray and others v. A. McDonald, \$14.70.—This case had been settled out of Court; but defendant appeared and stated that there was a counter claim. His Honor said that any counter claim would form subject of further action in another case.

Moo Wah and another v. Toy Yung and others, \$226.26, for provisions supplied to emigrants on board the ship *Veritas* while lying in this harbor.—Plaintiffs are agents for the supply of emigrants for Mr. Baak, Dutch emigration agent; and defendants were engaged to supply rice, &c., for the emigrants during their stay in harbour, for which the claim was now made.—Mr. Hazell appeared for the plaintiffs; and judgment was given for the amount claimed; the claim having been admitted by the defendants. Costs were granted.

Anti v. Francisca Berger, \$247.96, for goods supplied in the shape of velvet dresses, &c. for the defendant.—Mr. Toller appeared for the Chinese tailor; and Mr. Hohubolz appeared to act as interpreter, as defendant spoke German.

Defendant objected to one item, viz., a velvet dress, which (she said) had been previously paid for. Plaintiff, however, insisted that there had been no velvet dresses supplied, and proceeded to make drawings of the same upon a sheet of paper; upon which they resolved themselves into a skirt and a bodice of one dress. Plaintiff was very reluctant to recognize the fact that a bodice and a skirt formed only one dress, and were not charged for as two; and great amusement was caused by this freak of millinery skill. It was finally agreed that a sum of \$200 would be accepted by the plaintiff; and, upon the condition that Francisca would return some dress to the tailor and pay the costs of this action, being agreed to, the lady left the Court.

1867, and 550,108 piculs in 1866. The export of cotton has fallen from 34,302 piculs in 1866 to 1,018 piculs in 1868; while shipments of straw hats have risen from 18,078 piculs in 1866 to 391,306 piculs in 1868.

PEKING.—The news from Peking informs us that Mr. Ross Browne quite coincides with the Chinese Government in declaring all mining to be illegal, and that he has decided that one of the missionaries at Tung-chowfoo who bought a piece of land, and who dug in it to see whether there was any coal under the surface, had no right to make such researches. The case will be made public, as the Rev. gentleman has been persecuted by the literati of Tung-chowfoo, and demands compensation. The American Minister seems to have followed the time; and now all goes as merry as a marriage bell at Peking, about the question of mines. The hopes entertained of Mr. Ross Browne's enlightened energy making itself felt on the Chinese Government, seem premature. It is to be hoped that some circumstances may transpire to modify the conclusion that report awards in this matter.

FORMOSA COAL.

The following extract from Mr. Kopsch's report on the trade of Keelung, will be read with interest.

Unimportant as the port of Keelung has hitherto been, I think it will not be overrating it to say it is destined to become the Coal Depot for all shipping in China. Its peculiar geographical position enables it to compete more favorably than any other ports on the mainland as a coaling station. The position of the mines, close to the water's edge, combined with the cheapness and excellent quality of the fuel, will ultimately attract ships and steamers at this port for supplies. Hitherto many ship-owners have had a prejudice against this coal, it having got the name of being dirty and cloggy; but this prejudice is rapidly vanishing, and as the demand increases, the miners will penetrate deeper into the seams and the quality improve correspondingly. My predecessor informed you in his Quarterly Report, dated the 1st of October, that Mr. Biddell, Chief Engineer of H. M. Surveying Ship *Sylvia*, tested the quality of the coal, and pronounced it as only 25 per cent inferior to the best Welsh coal. Very favorable reports on its quality have been since given by masters of ships trading on the coast, and consuming little else. For household use it is considered equal to any imported from foreign markets. It burns readily, makes a cheerful and thrifty stove as an astonishing heat. Its cheapness alone must recommend it in preference to Foreign Coal.

The boat population use nothing else in their small clay furnaces, and, though with little or no draft, experience no difficulty in lighting it. With the existing high rate of duty, speculations in Coal have not been profitable; but when the duty is lessened, and better means for coaling vessels with dispatch are introduced, Keelung cannot fail to come into greater favor. Vessels trading between Hongkong and the North would then be induced to call in for Coal. From opposite Keelung across in a straight line to Quance-kow Bay, a distance of about 4 miles, the hills are known to be full of Coal. In every valley or hill side one may see miners at work, or signs of abandoned pits, from which it can be inferred that the whole ridge of hills contains an inexhaustible supply of Coal. Their method of mining is extremely primitive. As soon as the appearance of the strata indicates the presence of Coal or more often when seen cropping out of the hill side, the miners commence tunneling in by following the seam, and generally in a straight line, a horizontal direction, generally inclining upwards to admit of the free egress of water, which accumulates quickly by percolating through from the top of the mines. Some of these pits are extremely small, the orifice being only large enough to admit of a man crawling on all fours. Those I visited to the west of Keelung had been excavated about 100 feet, diverging for a little distance at the end. A coating of Coal was left above and round the side apparently to keep the earth up, as it seems they do not understand the system of supporting a tunnel. Two miners were engaged in picking the vein and filling the oblong wooden-bottomed basket, while a third dragged out to the mouth of the pit over the muddy bottom, with apparent ease, crawling like a quadruped. The cave was so low that the miners had to work in a squatting posture. Should the seam take a downward incline it must be deserted, let it be ever so rich, there being no suitable appliances for pumping out the water. I have seen one of the wooden endless-chain pattern pumps working at the mouth of a pit, but its size and unhandiness unfit it for being introduced deep down. Only small pieces of Coal were produced here in fact large lumps could not be taken out of the mouth. The "Coal Harbor" pits are much larger and better worked; one was tunnelled for a distance of about 400 paces, gradually decreasing from the mouth (which was about 20 feet high) towards the end, until it becomes so small as to render crawling necessary in order to get to the end. At the bottom there is a deep drain, which serves to let off the water, and as a road for dragging out the baskets of Coal, one at a time. Here, some rude attempts had been made to have pillars to support the long tunnel, but as the earth had caved in, the work was discontinued. This vein branched off on each side, but apparently not in a suitable direction to follow. There was not a single support throughout the entire length, and the clayey nature of the soil seems to make it tolerably safe, as I was informed accidents were rare. Fire damp appears not to exist. The miners use uncovered lights, consisting of the ordinary rush and oil placed in a cup fixed in the side of the cave at short distances. The atmosphere towards the end of the cave is exceedingly oppressive and warm, causing the visitor to perspire profusely.

Owing to the use of such rude implements in excavating, a very large portion of Coal is wasted by making so much dust or small coal. Tons of screenings are seen at every pit, left to be washed away by the mountain torrents that pour down after heavy rains. From the high price of Coal in the north (Peking and Tientsin), and the method the Northerners have of utilizing Coal Dust, by making it mixed with clay into balls, I think the dust would find a ready market in the North. It can be purchased at the pits for 6 cents a picul, and at a junk was loading with Coal Dust delivered on board for 25 cents a picul. For blacksmiths or foundry use it would prove economical. At the time I visited the mines (December) the miners were working in a perfectly nude state. The

work must be exceedingly trying, for the men have to labor in water and mud. They live at the mouths of the pits in small straw huts, and are generally well framed men, strong, hardy, and remarkably goodnatured. Coal produced near Keelung is carried by coolies to a small creek that runs to the foot of the hill from the sea, where it is piled in readiness for shipment into boats, which convey it to the town. This creek is very shallow, only admitting of boats leaving at high water. It is the coolie hire for bringing it to the boats that adds so to the original cost. Labor is dear, and but small loads can be carried over such hilly country. At Coal Harbor, the mines being close to the sea, charges for coolie hire are less, but it has still to be transported by boat from Coal Harbor to Keelung. When the mines are more skillfully worked, and vessels load at Coal Harbor, the cost will be greatly reduced; and if in lieu of the present system of carrying it, tramways and trucks are introduced, Coal might then be brought from the pits to the vessel's hold. Coal Harbor is tolerably well sheltered and the water deep, so that if short piers were constructed Piers could load with ease and dispatch. There is no natural obstruction to the bringing of Coal from Coal Harbor, by tramway along the beach. Much delay is sometimes experienced now, owing to boats being unable to go or come from the mines during strong N. E. gales.

As soon as the Chinese Government shall see fit to work these mines scientifically, or allow Europeans to do so, the hills at the water's edge and at the doors of our houses would probably be worked first; for some unaccountable reason the authorities refuse to allow them to be mined, at present. Though the mines belong to Government, the early immigrants, who occupy the Coal hills appear to assume some ownership. People taking up claims, I am informed, have to pay \$50 for opening a pit, to the elder of a clan whose members are of one surname. The authorities levy a small tax of 3 cash a picul.

THE TEA TRADE.

(*Produce Market Review*, Dec. 12.)

The arrivals this week have again been numerous, and although the average deliveries continue at the rate of some three cargoes per week, the stock of Tea sensibly increases, and will continue to do so for at least another month, by which time it is probably that the import and delivery will be more nearly equalized than for some time past. The later arrivals from Foochow only confirm the general badness of the crop, and the constant accumulation of this class of Congou (much of it costing a high price) must be a source of the greatest anxiety to holders. The vexatious and unnecessary delay in obtaining delivery of newly arrived Tea is now being felt in an intense degree. It is evident, either that the resources of the Dock Companies are wholly inadequate to deal with the large arrivals which regularly take place at this season, and which should be provided for as a matter of course, or that a great lack of skill or disposition to facilitate business exists on the part of the Dock Companies' officers. At all the Tea warehouses the greatest confusion exists, and the dealer has constantly to experience a delay of two or three weeks from the date of purchase before getting the delivery or the weight of a simple package. Usually a delivery order has been obtainable in cases where a few packages were especially wanted, but the Dock Companies now appear incapable of affording even this slight accommodation, as applications for delivery-orders appear to receive no attention whatever. The whole matter wants thorough investigation, but so long as the trade quietly submit to the losses which these delays occasion there does not appear to be the slightest chance of any improvement. A general impression exists too, that brokers accept this state of things too much as a matter of course, and make no special exertion to alter it; there can, however, be no doubt that if the dealer dealt directly with the merchant, an amount of pressure would soon be brought to bear on the Dock Companies which they could not resist. All that is wanted is that extra assistants should be engaged when wanted, and not that the ordinary staff should be expected to do ten times the ordinary amount of work.

A small sale of Indian Teas was held this week. As usual, the superior sorts were in demand at full price, while common sorts were again sold rather cheaper. There has been no sign of improvement, an increased demand for Indian Teas; the strong pungent sorts were strongly recommended to be freely used with China Teas.

We notice from the Indian papers that the trade with Central Asia in Indian Tea is gradually being developed via Ladakh, and that there is no doubt in the course of time that a vast trade will be done in our Himalayan Tea throughout Central Asia. We also see that Tea is largely grown along the route traversed by Captain Sladen's expedition into the Shan States (to the west of China), from Blamoo, in Burma; and with the probable opening of trade, we shall not improbably, in a few years, have tapped an entirely new source of supply, and be receiving Tea from the countries lying between the head waters of the Yangtze and British Burma.

A REPORT.—When the late President Lincoln and Douglas were "stumping" Illinois for the senatorship against each other, Douglas sought to cast a slur on his opponent by saying that he remembered him serving liquor behind a bar. Lincoln turned the laugh against him by acknowledging that, when quite young, and very poor, he had for a short time earned his bread as the judge had stated, but half the story had been left out. Whilst he was serving out the liquor on one side of the bar, the judge was drinking it on the other.

TIME AND MONEY.—Many people take no care of their money till they have come nearly to the end of it, and others do just the same with their time. Their best days they throw away—let them run like sheep through their fingers, as long as they think they still have an almost countless number of them to spend; but when they find their days flowing rapidly, so that at last they have very few left, then they will at once make a very wise use of them; but, unluckily, they have by that time no notion how to do it.

ROMANTIC HISTORY OF AN HEIRESS.

(From the *Scottsman*.)

By a recent decree the United States Supreme Court has affirmed the title of the widow of General Gaines to a vast amount of property in New Orleans and the State of Louisiana. This suit, now finally decided has been pending in the Supreme Court for thirty-four years, and its history is full of romance. Mrs. Gaines has been twice a widow, and is sixty-three years of age, and the decree of the court has now confirmed her title to property worth fifteen or twenty million dollars, to say nothing of thirty-four years' arrears of rents. In the year 1802 there lived in New Orleans one Daniel Clark, a shipping merchant and politician. He was a native of Sligo, in Ireland. He had inherited the estate of an uncle in New Orleans, and the wealth thus acquired had been greatly increased by his own bold and skilful ventures. In the same city there dwelt M. Jerome de Granges, a French gentleman, who had married a beautiful Creole girl named Zulime. Mr. Clark, who was unmarried, became fascinated with the charms of Madame de Granges, and a liaison—perhaps innocent, and perhaps guilty—occurred between them. Soon afterwards Madame de Granges and her sister came to Philadelphia, and searched through all the marriage registers in the Catholic churches there to find the record of a former marriage of Monsieur de Granges with a woman who was said to be still alive—a rumor to which effect having reached New Orleans. They found no such record, but they did find a man, Gandette by name, who stated that he had been a witness to the marriage, and that the wife was living. Madame de Granges therefore was not married—she was free. At this moment, either by accident or design, Mr. Clark also arrived in Philadelphia. A private marriage between them was proposed by the lover, consented to by the lady, and performed by a Catholic priest, with all the legal formalities, and in the presence of two witnesses. The bride and her sister returned to New Orleans, and de Granges was arrested upon the charge of bigamy. While awaiting his trial, he escaped from prison, by the connivance of the Spanish governor, was placed on a ship ready to sail, and was conveyed to France, from whence he never returned. Zulime, who had anticipated the acknowledgment and publication of her marriage with Clark upon the conviction of her first husband, was now disappointed. For reasons that are not explained, and as his wife she was kept secret, and as his wife she was never known. But in 1805 she gave birth to a daughter, who was taken from her immediately by the father, Mr. Clark, and placed in the house of a friend, where she grew up to girlhood, ignorant of her parentage, never seeing either her father or mother, and supposing that she was the child of Colonel Davis, the person in whose charge her father had placed her. This child's name was Myra, and it is she who now has been pronounced to be the heiress to her father's wealth. In 1806, Clark was elected to Congress, and bidding farewell to his wife, departed for Philadelphia. He wrote to her announcing his arrival, and then all communication between them ceased. At last she heard that her husband was about to be married to a lady of Baltimore. She hurried to Philadelphia, found the partner of her husband—a Mr. Cox—and announced herself as the wife of Clark. He asked for proofs—she had none. The priest had gone to Ireland; the witnesses were out of reach; she had no marriage license. Mr. Cox told her that the report of the intended marriage of her husband was true, and gave her the name of the lady. She went to Baltimore, saw the two lovers together—herself being unseen—and then quickly returned to New Orleans, where she soon afterwards married a Frenchman named Gandette.

Three years after this, that is to say in 1811, Clark made his will, leaving all his property to his mother; but in 1812 he made another will, in which he declared that the girl hitherto known as Myra Davis, was his daughter and his only legitimate child, and left to her the whole of his estate. He died in the same year, a few months after this. At his deathbed were Boisfontaine, his agent, Lubin, his servant; and Relf, one of his business partners, and an executor under the first will. The existence of the second will was well known. He had shown it to his friends, and the day before his death he stated to them that they would find it in his private room in a "little black case," which he charged them to deliver to the Chevalier de la Croix, of New Orleans, who was named in it as the executor. When he had expired, Relf, the partner, took the keys and went into the private room, looking the door behind him. Lubin, listening at the door, heard the rustling of papers. When the little black case came to be examined, no will was there. Instead of this Relf produced the will of 1811; it was admitted to probate, and Mary Clark, the mother of the deceased, entered upon the enjoyment of the estate.

Colonel Davis, in whose family Myra still remained, supposing herself to be his daughter, now came to Delaware to reside. When she grew to be a young lady, she fell in love with a New Yorker, named Whitney. Colonel Davis frowned upon the lovers; they eloped, were married, and then Colonel Davis told Myra the story of her father and mother. This was in 1833. Her father had been dead for twenty years; his property had been passed into other hands; the will which would have given it to her was destroyed. But she at once commenced the suit, which she has at last triumphed. Her husband died in 1836; she soon afterwards married General Gaines; he died in 1849, and since then she has fought her battle alone. She has been greatly persecuted by persons who would be ruined by her triumph; her life has often been threatened and more than once attempted. When she had money she employed the best lawyers in the land; when she had none she argued her own case. The final decree in the suit was made a few weeks ago. The destroyed will is admitted to probate, its contents having been established by the recollections of those who heard it read by Clark; and this one woman has gained a victory over five hundred men, who are the holders of her property, which they purchased in good faith from those who had no right to sell it. Should Mrs. Gaines insist on the full rendition of her rights, her victory will involve the ruin of hundreds of others. The property consists of entire squares of land covered with valuable buildings in New Orleans, cotton and sugar plantations, and hundreds of thousands of acres of land.

THE NORTH.

(N. C. Daily News, Feb. 18.)

NEWBORG.—A correspondent writes, under date 29th January, that the approach of native holidays has nearly stopped business; and trade is further affected by the scarcity and dearth of silver, which is rated at 1,712 cash per pint. Malwa is quoted at Tls. 520; grey shirtings, 84lbs. Tls. 2.15; iron bars, good sizes, Tls. 2.90 per 1015 catties; sugar, white No. 1. Tls. 7.40 common; Tls. 2.80; pepper—konka Tls. 3. common Tls. 1.60. Exports.—Beans Tls. 1.60; walia Tls. 1.60. Exports.—Beans Tls. 3 per 100 piculs; peas, Tls. 2.33 per 300 catties; millet, Tls. 2.30 per 300 catties; rice, Tls. 5; oil, Tls. 3 per 95 catties. The roads are good, and large quantities of produce continue to arrive daily.

CHEEROO.—A correspondent writes that there have been rumors of an intended massacre of foreigners at new year time. Of course, these were discredited, but H. B. M. gunboat *Insolent* has moved close in to the town in case of emergency. Missions have been the same rumour in the interior of the province, and have found every door closed against them. Large sales of 64 lbs. Grey Shirtings have been made at quotations on 9th February Tls. 2.16; Malwa Tls. 515.

From Messrs Holmes, Wadman & Co.'s circular of 22nd ultimo, we learn that the import of grey shirtings during 1868 was 542,018 pieces against 165,005 pieces in 1867, and 140,477 pieces in 1866. The excess in 1868 was even more extraordinary, say 219,804 pieces in 1868 against 58,130 pieces in 1867, and 19,896 pieces in 1866. The quantity of drills imported in 1868 was 25,234 pieces against 17,254 pieces in 1867, and 8,170 pieces in 1866. As regards exports, the statistics are also somewhat curious. Of blankets, 630,206 piculs were exported in 1868 against 590,304 piculs in 1867, and 740,503 piculs in 1866. Peas were shipped in 1868 to the extent of 318,201 piculs against 418,016 piculs in

23, 1869.
SEMENTS.
PURE GOLD ON
Y.
BY W. P. FLOYD.
The much pleasure in
the Public, for the
New Invention, for
PHS on Ivory
other substance—in
half of the so called
on Colloidal Chloride
of U. W. STRONG
Photographic News.
Life Size Photo
at this Establishment.
FLOYD & Co.
30, 1868.
DE.
Purchasing
"WANHOI STREAM"
the Public of Hong-
that he is prepared
of Soft BREAD
by part of the Co.
best quality and at
hand or baked in
ce.
Boats and Sugar
Tin or Pound.
MEAL, HOMINY,
ARB. SODA, Sale-
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Barrel, Bag, Tin or
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Bakery, or left at
Co.'s will receive
L. P. WARD.
17, 1868.
WEST POINT.
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FORBES, Esq.
H. G. THOMBERT,
Esq., R.N.
ors.
D. MACAULAY, Esq.
D. SASSOUN, Esq.
Rev. W. R. BRACH.
J. J. MURRAY, M.D.
Management.
ck, Chairman.
H. G. THOMBERT,
Esq., R.N.
Periodicals, News-
&c., will be most
A. OVERBURY,
Superintendent,
29, 1868.
IPPING.
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for Canton.
OTIFICATIONS.
Wednesday, the 24th
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February, 1869.
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February, 1869.
rmer & Co.'s Premises,
Road.
A.M., Dry, 68
... Wet, 56
... Dry, 61 1/2
... Wet, 57 1/2
... Dry, 63
... over night, 66
... 30 3/4
... 30 3/4

For Sale

FOR SALE.
THE desirable PROPERTY on Queen's
Road, lately occupied by Messrs
SMITH KENNEDY & Co.
For further particulars, apply to
SMITH, ARCHER & Co.
Hongkong, September 2, 1867.

ATHAM'S BRANDY in 1 doz. cases.
 " **SHERRY** " 3 " "
 " **PORT** " 2 " "
 " **CLARET** " 1 " "
BIRLEY & Co.
Hongkong, April 9, 1867.

STEAM COALS.
For Sale from Store, or deliverable on Board.
ENGLISH—Londonerry West Hartley
Davison's West Hartley, Straker
West Hartley.
WELSH—Blaengware Marthyr.
Apply to **ROB. S. WALKER & Co.**
Hongkong, March 16, 1866.

FOR SALE
Ex Zephyr, from Sydney.
Tons best screened Steam COAL.
By
LANE, CRAWFORD & Co.
Hongkong, December 3, 1863.

FOR SALE.
YELLOW METAL 16 to 28 oz. and
Nails. Apply to
GIBB, LIVINGSTON & Co.
Hongkong, September 15. 1863

FOR SALE.
Ex "Lota."
WIRE ROPE from 1 in. to 3 in. Gal-
vanized & Jib the BKS, 2 in. to 3 in.
Superior Bottled Ale and Guinness
STOUT. Pump LEATHER.
Apply to
FAWCETT & Co.
Hongkong, January 4, 1869.

FOR SALE.
BASS'S BEER, quarts and pints,
 Allsopp's BEER.
 Champagne ALE.
 Bridge's PORTWINE.
 Pale India STOUT.
 French PATÉTES.
 Imperial PLUMS.
 TOBACCO and CIGARS.
 SHERRY—PORT—CHAMPAGNE.
 Yellow SOAP.
 Toilet SETS.
 TURPENTINE—Paint OIL—CANVAS
 &c., &c.
 A small portable PUMP, with HOSE
 complete.
 J. M. ARMSTRONG,
Auctioneer and General Commission
Agent.
 Commercial Bank-Buildings,
 Queen's Road,
 Hongkong, January 6, 1869.

COALS.
THE Undersigned are prepared to Coal
Steamers on the most reasonable
terms from a Cargo of English Steam Coals
now afloat in this Harbour or from fresh
Welsh and Australian Coals in Store.
ROB. S. WALKER & Co.
Hongkon September 22. 1868.

FOR SALE,
Just Received.
500 Barrels PORTLAND CEMENT.
Apply to
FREDERIC DEGENAER,
3, d'Aguiar Street,
Hongkong, September 12, 1868. tf

FOR SALE.
Ex. S.S. "TIGRE"
A FEW Bags of Mocha COFFEE, @ \$7
per bag of 28 lb.
Apply to
G. DUBOST & Co.
Hongkong, August 31, 1868. tf

WELSH COALS.
FOR SALE.—Best Welsh COALS, from
 alongside of a Vessel now in Harbour.
 Apply to
 ROB. S. WALKER & Co.
 Hongkong, January 23, 1869. tf.

COALS suitable for Household purposes.
 ROB. S. WALKER & Co.
 Hongkong, October 8, 1868. tf.

FOR SALE.
 JULES MUMM & Co.'s CHAMPAGNE,
 MUMM & Co.'s HOCK & MOSLELE,
 qts. and pts.

Gillingworth's SHERRY and PORT.
 CHAMBERTIN, WHISKEY.
 WHITE & PRICE'S BRANDY.
 ALLSOPP'S ALE, draught and bottle.
 BARCLAY & GUINNESS' STOUT.
 BRIDGES & Sons' PORTER.
 ROB. S. WALKER & Co.
 Hongkong November 20, 1867.

NEW BOOK,
"THE Speculations of
'The Old Philosopher'
LAU-TSE."
Translated from the Chinese
BY
JOHN CHALMERS, A.M.
Price \$1.50.
As

ALSO,
 "The Origin of the Chinese," by the same
 author: Price \$1.
 Apply at Messrs LANE, CRAWFORD & Co.
 or The London Mission House.
 Hongkong, October 17, 1868.

FOR SALE.
 YELLOW METAL, 18 to 28 oz. Muntz
 and Vienna.

JOHN BURD & Co.
Hongkong, April 5, 1867.

FOR SALE,
UNTZ's Yellow METAL, 20/28 oz. and
NAILS.

Also,
Vivian's Patent Yellow METAL Keel
PLATES, 12lbs. and 13lb. with NAILS.

Apply to **HOLLIDAY, WISE & Co.**
Hongkong, June 14, 1867.

FOR SALE.
PRINTING PAPER. **HESSE & Co.**
Hongkong, June 19, 1868.

Printed & Published by **CHARLES ABRAHAM**
SALISBURY, Proprietor, at No. 2, Wyndham

may Order to be affixed in the place provided for. Payee be unable to receipt by making it of a Witness, who n his address in the who pays the Order

INSURANCES.

NOTICE.
GUARDIAN ASSURANCE COMPANY
OF LONDON.
 ESTABLISHED 1821.
 CAPITAL £2,000,000.
 THE Undersigned having been appointed Agents of the above Company Hongkong and Canton are prepared grant Policies at current rates.
 OLYPHANT & Co
 Hongkong, July 17, 1868.

NOTICE.
ROYAL INSURANCE COMPANY.
 THE following Rates will be charged for future for short period Insurances viz:—
 Not exceeding one Month, ½ per cent.
 Above One Month and not exceeding Three Months, ¾ per cent.
 Above Three Months and not exceeding Six Months, ¾ per cent.
 Above Six Months, The full Annual Rate of 1 per cent.
 ROB. S. WALKER & Co.,
 Agents Royal Insurance Company
 Hongkong, April 7, 1868.

NOTICE.
 HE Undersigned having received extended limits from THE ROYAL INSURANCE COMPANY, are now authorised issue Policies against FIRE as follows, viz. On any one first-class Building, or Goods stored therein in Hongkong \$80,000; in Macao \$45,000.
 ROB. S. WALKER & Co.,
 Agents Royal Insur. Company of Liverpool
 Hongkong, June 17, 1864.

REDUCTION
 IN THE RATES OF PREMIUM FOR
FIRE INSURANCE.
 THE Undersigned have (as already intimated in their Circular dated 14th October last) received authority from the Secretary of the ROYAL INSURANCE COMPANY to Reduce the rate of Premium under certain circumstances, on PRIVATE RESIDENCES and on FURNITURE and EFFECTS, therein contained.
 In cases of DWELLING-HOUSES removed from the Town; the rate of Premium will be Three-quarters per Cent. in place of One per Cent. per Annum as hitherto charged; and in cases of Residences, so situated, being detached or semi-detached, the rate will be further reduced to One-half per Cent.
 The Royal's Annual Rates for FIRE INSURANCE on the various classes of Buildings and their contents will therefore remain as follows, until further notice, viz:—
 Detached and semi-detached Dwelling-Houses (removed from the Town) and their Contents, ½ per cent.
 Other Dwelling-Houses (similarly situated) and their Contents, ¾ per cent.
 First Class China House and their Contents, 1½ per cent.
 Other Risks as per special arrangement.
 ROB. S. WALKER & Co.,
 Agents Royal Insurance Company
 Hongkong, November 9, 1866.

PACIFIC INSURANCE COMPANY OF SAN FRANCISCO.
 THE Undersigned, Agents for the above Company are prepared to grant Policies against FIRE, on BUILDINGS and GOODS, at current rates.
 RUSSELL & Co.
 Hongkong, February 6, 1867.

BATAVIA SEA & FIRE INSURANCE COMPANY.
 THE Undersigned having been appointed Agents in Hongkong for the above named COMPANY are prepared to grant Policies against SEA RISKS, at current rates.
 RUSSELL & Co.,
 Hongkong, April 1, 1865.

YANG-TSZE INSURANCE ASSOCIATION OF SHANGHAI.
 THE Undersigned having been appointed Secretaries and Agents of this Association, are prepared to issue Policies upon Marine Risks at current rates of premium. Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Peking and Shanghai.
 In addition to the usual brokerage this Association returns to the assured of each year at the close of each current year fifteen (15) per cent of the profits of the Company for that year divided pro rata to the amount of premium paid by each policy-holder.
 RUSSELL & Co.
 Hongkong, March 2, 1867.

PACIFIC INSURANCE COMPANY OF THE U.S. SAN FRANCISCO.
 THE Undersigned having been appointed Agents in China for the above Insurance COMPANY are prepared to grant Policies covering Marine Risks, at the current rates.
 RUSSELL & Co.
 Hongkong, July 6, 1866.

SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
 THE Undersigned having been appointed Agents in Macao for the above named company are prepared to grant Policies covering Marine Risks at the current Rates.
 RAYNAL & Co.
 Macao, August 4, 1866.

DE OOSTERLING SEA AND FIRE INSURANCE COMPANY OF BATAVIA.
SAMARANG SEA AND FIRE INSURANCE COMPANY OF SAMARANG.
 THE Undersigned having been appointed Agents in Hongkong for the above named Companies are prepared to grant Policies against Sea Risks on the usual terms.
 SIEMSEN & Co.,
 Hongkong, August 1866.

NOTICE.
NORTHERN ASSURANCE COMPANY.
 FROM and after this date the following Rates will be charged for Short Period Insurances:—
 Not exceeding one month, ½ of the Annual rate,
 Above one month and not exceeding 3 months, ¾ " "
 Above 3 months and not exceeding 6 months, ¾ " "
 Above 6 months, ¾ " "
 The full annual rate.
 TURNER

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1860-61.							
Aden	W.C. Andrews	Brit. str.	812	January 13	P. & O. S. N. Co	Yokohama	24th, 1 p.m.
Cadiz	W.C. Stead	Brit. str.	816	Feb. 13	P. & O. S. N. Co	Yokohama	
Canbodge	W.C. Desautels	Brit. str.	1082	Feb. 20	Messageries Impériales	Saigon, Suez, &c.	
Chitau	W.C. Stewart	Brit. str.	1345	Feb. 17	P. & O. S. N. Co	Bombay, &c.	To-day
Ed King	W.C. Pines	Brit. str.	1044	Feb. 14	Heard & Co	Shanghai	
Fusiyama	W.C. Dundas	Brit. str.	710	Feb. 18	Douglas LaPraik & Co	S'pore & Penang	
Ganges	W.C. Cates	Brit. str.	1200	Feb. 20	P. & O. S. N. Co	Shanghai	
Madras	W.C. Davies	Brit. str.	608	Feb. 13	P. & O. S. N. Co	S'pore & Penang	To-day
Nada	W.C. Wood	Brit. str.	716	Feb. 10	Olyphant & Co	Shanghai	
Sunda	W.C. Soames	Brit. str.	1612	Feb. 19	P. & O. S. N. Co	S'pore & B'bay	
Tjauva	K. J. J. J.	Tahiti, str.	805	January 21	A. Heard & Co	at Kowloon	dock
Venedora	W.C. Costilla	Span. str.	492	Feb. 22	Spanish Consul	Yokohama, &c.	
Venus	W.C. Wuning	Amer. str.	677	August 30	A. Heard & Co		
Vulcan	W.C. Voss	N. Ger. str.	492	Feb. 7	E. Schellhaas & Co		
Yang-hai-an	W.C. Morison	Russ. str.	447	October 19	Landstein & Co		

SAILING VESSELS.

Africa	W.C. Carleton	Amer. bk.	590	January 30	Arnhold, Karberg & Co	put back	Repairing
Agathia & Constantia	W.C. Lindouk	Dut. bk.	460	Feb. 10	Bosman & Co		
Albatross	N. Ger. bk.	460	Feb. 10	E. Schellhaas & Co			
Amazone	W.C. Halmerton	Frit. bk.	390	January 20	Birley & Co		
America	K. Perkins	Salv. sh.	1450	January 18	Captain		
Annie	E. Petrie	Brit. sch.	304	Feb. 18	John Burd & Co		
Annie Porter	W. Davey	Brit. bg.	234	Feb. 11	Order		
Arcturion	W.C. Berri	Span. bk.	270	Feb. 19	Order		
Arcturion	E. Subr	N. Ger. bg.	183	January 21	Carlowitz & Co		
Basil	W. Chalder	Brit. sch.	204	Feb. 20	Order		
Bulwer Will	W.C. Locke	Brit. sh.	812	Feb. 10	Douglas LaPraik & Co		
Bernhard Carl	K. Luders	N. Ger. bk.	441	Feb. 17	Siemens & Co		
Callio	E. Lavarello	Salv. sh.	1440	Nov. 17	Jardine, Matheson & Co		
Candelaria	W.C. Molen	N. Ger. bk.	407	January 23	Remedios & Co		
Catharina	W.C. Petersen	N. Ger. bk.	360	January 22	Bourjau, Hubener & Co		
Catherine Jurgensen	W.C. Petersen	N. Ger. bk.	234	January 28	Bourjau, Hubener & Co		
Charlotte H. Andrews	W. Vandervord	Brit. bk.	365	Feb. 2	Rozario & Co		
Chipp	W. Hoffmeier	N. Ger. sch.	223	January 30	Melchers & Co		
Clynet	W. Schnorr	N. Ger. sh.	507	Dec. 22	Chinese		
Condor	K. Hansen	N. Ger. bk.	374	Feb. 16	Bourjau, Hubener & Co		
Costa Rica	K. Sullivan	Brit. bk.	299	Dec. 31	Falconer & Co		
Dart	W. Stuart	Amer. sch.	80	Dec. 12	A. Heard & Co		
Der West	K. Post	N. Ger. sh.	541	Feb. 21	Bourjau, Hubener & Co		
Douglas	W. Morrison	Brit. sh.	540	Nov. 26	Bosman & Co		
Ellen	W. Windsor	Brit. sh.	631	Dec. 20	Olyphant & Co		
Ellen Morris	E. Sellick	Brit. bg.	194	Feb. 14	Bourjau, Hubener & Co		
Elia	W. McCallin	Brit. sh.	1626	January 14	A. Heard & Co		
Frederic	W. Nicolson	Belg. sh.	803	January 6	Borneo Company		
Gazelle	W.C. Green	N. Ger. bg.	198	Feb. 9	Carlowitz & Co		
Hatfield	E. Bailey	Amer. sch.	1205	Feb. 9	Russell & Co		
Hongkong	W. Frondenburg	Siam. sh.	635	Feb. 14	Chinese		
Japan	K. Hayer	N. Ger. bk.	216	Feb. 8	Arnhold, Karberg & Co		
Kim Yang Tye	W. Lange	Siam. lug.	329	January 18	Chinese		
Lahlo	E. Smith	Brit. sh.	799	January 26	A. G. Hogg & Co		
Lion Fa	W.C. Collinson	Brit. bk.	286	October 10	Order		
Lion	W. Hainhardt	Ital. bk.	255	Feb. 9	Carlowitz & Co		
Madeira	W. Steffens	N. Ger. bg.	156	January 30	Siemens & Co		
Magie	E. Bowman	Brit. sch.	222	Nov. 28	Wm. Pustan & Co		
Maria	W. Canellas	Russ. sh.	637	Feb. 10	Landstein & Co		
Mazda	K. Haje	N. Ger. bk.	221	Feb. 12	Melchers & Co		
Massalate	W.C. Chanvet	Feb. bk.	360	Feb. 10	F. Degener		
Mauritius	N. Ger. bk.	500	January 19	Wm. Pustan & Co			
Mauritius	W. Petersen	N. Ger. bk.	380	Feb. 10	Siemens & Co		
Mauritius	W. Hartine	Span. bk.	455	January 18	Gas Company		
Mauritius	W. Petersen	Siam. bk.	395	Feb. 11	Chinese		
Mauritius	W. Carreira	Span. bk.	273	Feb. 19	Remedios & Co		
Mauritius	W. Schult	Siam. bk.	570	January 17	Chinese		
National Eagle	E. Nickerson	Amer. sh.	1095	Feb. 1	Olyphant & Co		
Nayario	E. Paddon	Brit. bk.	408	Feb. 21	Landstein & Co		
Nephtine	W. Bunsell	Brit. bk.	287	Feb. 7	R. S. Walker & Co		
Nephtine	W. Fabie	Span. bg.	203	Dec. 16	Remedios & Co		
Nephtine	E. Nuryes	Feb. bk.	528	Nov. 6	Russell & Co		
Queen of England	W. Hoffmann	Siam. sh.	542	January 15	Chinese		
Rebecca	W. Davidson	N. Ger. bk.	733	Feb. 9	Wm. Pustan & Co		
Resolute	W. Bunsell	Siam. sh.	860	January 23	Chinese		
Ruby	E. Chalky	Brit. bk.	532	Feb. 16	Carlowitz & Co		
Santa Anna	W. Gavito	Span. bk.	462	Feb. 10	Remedios & Co		
Sarah Anderson	W. Donough	Brit. bk.	589	January 30	Birley & Co		
Sea Serpent	K. White	Amer. sh.	974	Feb. 16	Russell & Co		
Sepia	E. Watt	Brit. sh.	707	January 20	Birley & Co		
Singapore	W. Ferguson	Amer. sh.	1049	Dec. 31	Russell & Co		
Singapore	E. Comfurus	Dut. bk.	326	January 14	Wm. Pustan & Co		
Singapore	W. Hutchinson	Amer. sh.	962	January 20	A. Heard & Co		
Sophie Amalia	W. Steora	N. Ger. bk.	284	January 16	Siemens & Co		
Sophie & Helene	W. Pascoe	Brit. bk.	300	Feb. 5	Bourjau, Hubener & Co		
Southern Cross	E. Morde	Brit. bk.	592	January 21	Ray & Co		
Spindrift	E. Ines	Brit. bk.	900	January 17	John Burd & Co		
Stad Oldenzaal	W.C. Hoogterp	Dut. sch.	241	January 18	Wm. Pustan & Co		
Taeping	E. Dowdy	Brit. sh.	787	January 27	Gilman & Co		
Villa de Rivadavia	W. Castilho	Span. bg.	220	January 14	Remedios & Co		
Waverley	W. Forsyth	Brit. bg.	215	Feb. 1	Gibb, Livingston & Co		
Windward	K. Barrett	Amer. sh.	982	Feb. 8	Olyphant & Co		
Young Greek	W. Beinroth	Brit. bk.	424	January 19	Yuen Fat Hong		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Arthur	Gruby	Amer. bk.	250	January 25	Russell & Co	Shanghai	
China	N. Ger. str.	643	Feb. 14	Siemens & Co			
Colina	R. H. Reinold	Brit. str.	225	Feb. 18	Wm. Pustan & Co	Shanghai, &c.	
Kwang Tung	Pitman	Dan. bk.	490	Feb. 8	Douglas LaPraik & Co	Tientsin	
Louisa	Sehnshagen	N. Ger. bk.	450	Feb. 3	Siemens & Co	Yokohama	

VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
SHANGHAI	Chinai	N. G. str.	Siemens & Co
Do.	Kwang Tung	Br. str.	Douglas LaPraik & Co
TIENTSIN	Atlantic	N. G. bk.	Carlowitz & Co
Do.	Martha	N. G. bk.	Melcher & Co
Do.	Louisa	Dan. bk.	
Do.	Ellen Morris	Br. bg.	Bourjau, Hubener & Co
YOKOHAMA	Volcan	N. G. str.	E. Schellhaas & Co
Do.	Spindrift	Br. sh.	John Burd & Co
Do.	Lahlo	Br. sh.	Hogg & Co
Do.	Madras	N. G. bk.	Siemens & Co
NAGASAKI	N. G. bk.	Bourjau, Hubener & Co	
NEWCHWANG	N. G. bk.	Wm. Pustan & Co	
OTHER PORTS—			
AMOI & NEW YORK	Roteca	N. G. bk.	Wm. Pustan & Co
SAN FRANCISCO	Douglas	Br. sh.	Bosman & Co
Do.	F. A. Palmer	Br. sh.	A. Heard & Co
Do.	Shirley	Amer. sh.	Russell & Co
MELBOURNE & SYDNEY	C. H. Andrews	Br. bk.	Rozario & Co
BOMBAY, &c.—(Mails)	China	Br. str.	P. & O. Co
Do.	Californian	Br. str.	Turner & Co
SINGAPORE & BOMBAY	Nada	Br. str.	Olyphant & Co
Do.	Fusiyama	Br. str.	D. LaPraik & Co
SAIGON	Massalate	Br. bk.	F. Degener & Co
Do.	Stad Oldenzaal	Dut. str.	Wm. Pustan & Co

*At Whampoa.

†At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Comd.	Tons.	Captain.
Adventure	British	steamer	2	1734	Hy. J. Raby, V.C. Capt.
Algerine	British	gun-boat	3	299	H. R. C. Grey, R.N., Lieut.
Bonnoer	British	gun-boat	3	230	Rodney Lloyd, Lt. C.
Cockchafer	British	gun-boat	—	250	H. W. Kerr
Flamer	British	naval hospital	—	230	Attached to Melville
Grasshopper	British	gun-boat	3	230	In ordinary.
Iroquois	U. States	steam-sloop	6	1000	Earl English
Janus	British	gun-boat	—	167	Leicester C. Koppel
Mocane	British	Military Hospital	—	2501	Hospital ship
Melville	British	naval hospital	—	—	Geo. B. Hill, D.I.C.
Onsida	U. States	steam-sloop	10	1032	— Creighton
Perseus	British	steam sloop	17	955	C. J. Stevens
Princess Charlotte	British	receiving ship	14	2443	Commodore Oliver J. Jones
Piscataqua	U. States	steam-sloop	—	3177	— Ammen
Rinaldo	British	steamer	—	—	Lord C. Scott
Sylvia	British	steamer	—	—	Brooker

CHINESE GUN-VESSELS IN CANTON WATERS.

Vessel	Flag.	Tons.	Captain.	Owners or Agents.
An-lan	Chinese	gun-vessel	7	221 Goddall
Chen-to	Chinese	gun-vessel	7	221 Edwards
Ching-ting	Chinese	gun-boat	4	— Bessard
Chin-hai	Chinese	gun-boat	6	— Delms
Fei-long	Chinese	gun-boat	5	— Francis
Spy	Chinese	Customs Lorch	3	— Pointer
Sun-ting	Chinese	gun-boat	5	180 Stewart
Tian-po	Chinese	gun-boat	6	— de Longueville

HONGKONG, MACAO AND CANTON

RIVER STEAMERS.

Vessel	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British	117	Stephenson	P. & O. S. N. Co
Fame (110 h.p. power)	Do.	117	Stephenson	H. & W. Dock Company's Tug
Fire Dart	Do.	380	—	H. C. and M. Steam-boat Co. pany
Kim Shan	Do.	406	Benning	H. C. and M. Steam-boat Co.
Kiu Kiang	Do.	617	—	H. C. and M. Steam-boat Co.
Lintin	Do.	69	—	Acheong
Little Orphan	Do.	46	Benning	Union Dock Company's Tug
Poyang	Do.	379	Cary	H. C. and M. Steam-boat Co. pany
Prince Albert	Do.	180	—	Acheong
Sir J. Jeejeebhoy	Do.	101	—	Acheong
Spock	Amer.	140	Wilson	Thomas Hunt & Co
White Cloud	British	280	Carroll	Thomas Hunt & Co

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owners.
Chase	P. M.	ship	283	Mason	Harbour Master (Gunpowder)
Fort William	British	ship	1000	Townsend	P. & O. S. N. Co
John Adam	British	barque	318	Dominis Daly	Water Police
Kim Joo Hong	British	barque	288	—	—

Chinese Advertisements.

白告梳燕 冷夜投

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By S. WELLS WILLIAMS, L.L.D.
Published at the "CHINA MAIL" Office,
Hongkong.

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FIFTH EDITION, 1863.
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The following is an Abstract of the Contents of this Book:—

- CHAP. I.—SEC. 1 to 4.
Four Treaties with China.
1.—Treaty with Great Britain, Chinese Text of the same.
2.—Treaty with the United States.
3.—Treaty with France.
4.—Treaty with Russia.
Supplementary Treaty with Russia.
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APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan